

# Retaining and Attracting Talent

## Transportation



# Thank You - Partners

- KDHE
- Health ICT
- Bike Walk Wichita
- Health and Wellness Coalition
  
- KDOT
- EPA
- Kansas Health Foundation
- US Department of Energy

# Agenda

- Wichita Introduction

- Challenges

- Actions

- Bicycling
- Transit



# Wichita Introduction







# Air Capital of the World

## ◎ Population (2018)

- 390,591 Wichita
- 623,061 Wichita MSA

## ◎ Manufacturing 18% (U.S. average 8.9%)

## ◎ 14 colleges and universities in the local area

### Wichita No. 1 for concentration of manufacturing jobs, No. 3 for high-tech manufacturing: Report

May 9, 2012, 10:26am CDT Updated: May 22, 2012, 8:16am CDT

With a new report out from the Brookings Institution, it's hard to dispute that Wichita is an American manufacturing hub.

Washington-based think tank Brookings relies on data from the U.S. Department of Labor, the U.S. Bureau of Labor Statistics and other sources for this report on the geography of American manufacturing.

It says that in 2010, 17.8 percent of jobs in the Wichita metro were in manufacturing. That's the highest percentage nationwide for major metros. The national average was 8.5 percent.

The report indicates that the city's heavy reliance on the manufacturing sector has left Wichita exposed to some difficult circumstances in recent years. Brookings data show the number of manufacturing jobs in the Wichita metro declined by 28.3 percent from 2000 to 2010, and by 33.2 percent nationwide. And through that decline, Wichita has grown even more reliant, relative to the rest of the country, on the manufacturing sector.

Yet citing a 2.7 percent national growth rate in manufacturing jobs from the first quarter of 2010 to the first quarter of 2011, the report says the country could be on the verge of a "manufacturing moment" for those communities that are well-suited to take advantage of the opportunity.

During that time of national manufacturing job growth, Wichita lost another 2 percent of its positions in the sector. Still, by some Brookings standards, the community is poised for new opportunities.

For instance, another stat in the report shows that more than 64 percent of the area's manufacturing jobs are classified as "very high-tech," the third-highest percentage nationwide and about four times the national



SPIRIT AEROSYSTEMS PLANT

Most of Wichita's aerospace manufacturing jobs are considered to be "very high-tech" because of the sector's heavy reliance on engineering, science and technology.

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LOCAL

APRIL 29, 2016 10:17 AM

## Study: Wichita is one of the most American cities in the country

### HIGHLIGHTS

- City ranks eighth in terms of looking just like U.S.
- Study compared age, educational attainment, race and ethnicity
- Oklahoma City and Kansas City also rank in the top 10

It's gone. [Undo](#)

What was wrong with this ad?

- ☐ Already purchased
- ☐ Repetitive
- ☐ Not interested



Wichita is not only located near the  
whole according to



# Accomplishments

- Nearly 55 miles of new bikeways since 2013
- Transit ridership has increased more than 10 percent since 2016
- Significant investments in Downtown Wichita

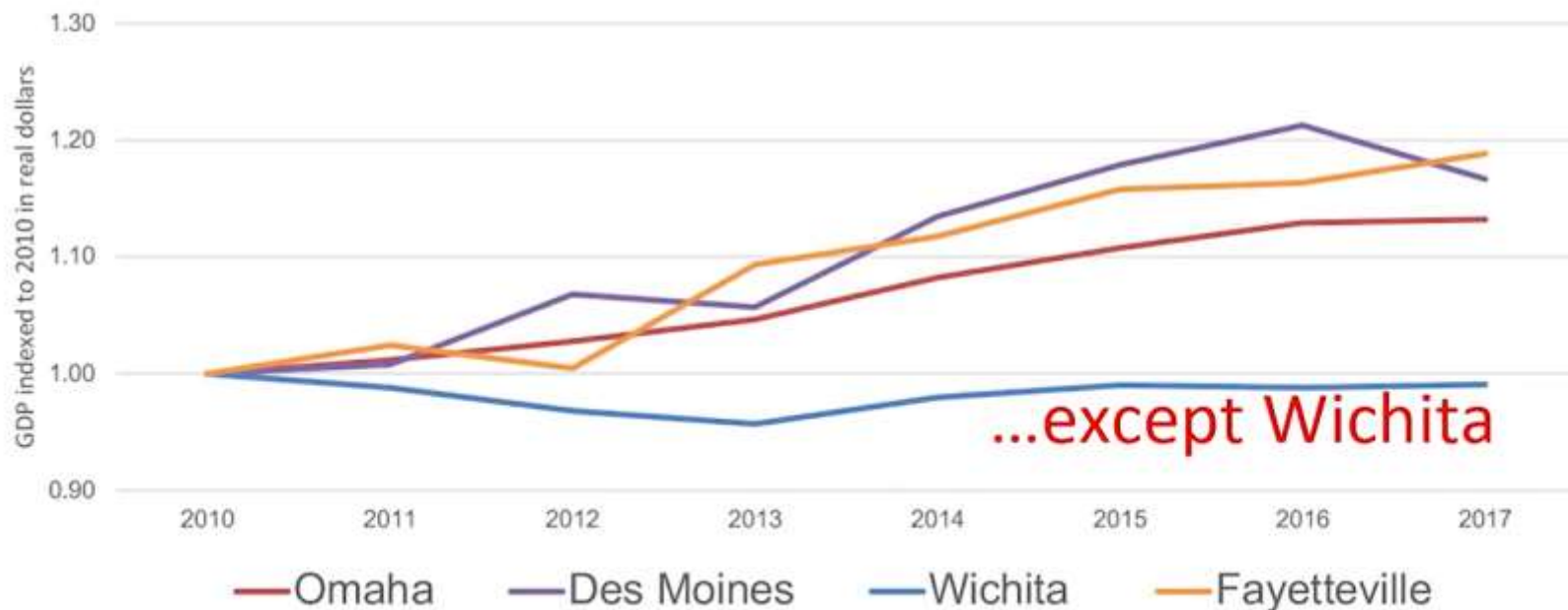
# Challenges

- ◎ Since 2010, **Wichita's economy has shrunk by 1 percent**, going by GDP. Meanwhile, the U.S. has grown by 16 percent.
- ◎ **Every comparable city** in the central U.S. is **growing faster** than the U.S. average except for Wichita.
- ◎ If **Wichita had kept up** with growth across the country, average income would be \$10,000 higher, home prices would be \$50,000 higher and **average net worth would be \$130,000 higher**

# Central US comps growing faster

(population 500,000-1,000,000)

GDP growth indexed to 2010



THE

# CHUNG REPORT

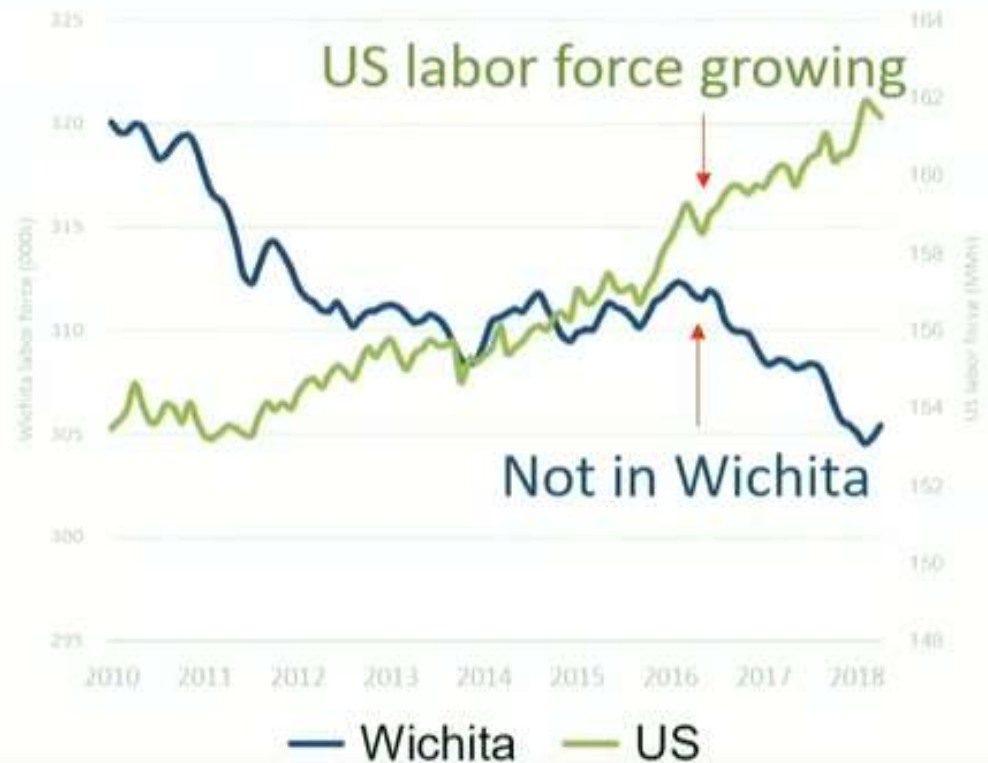




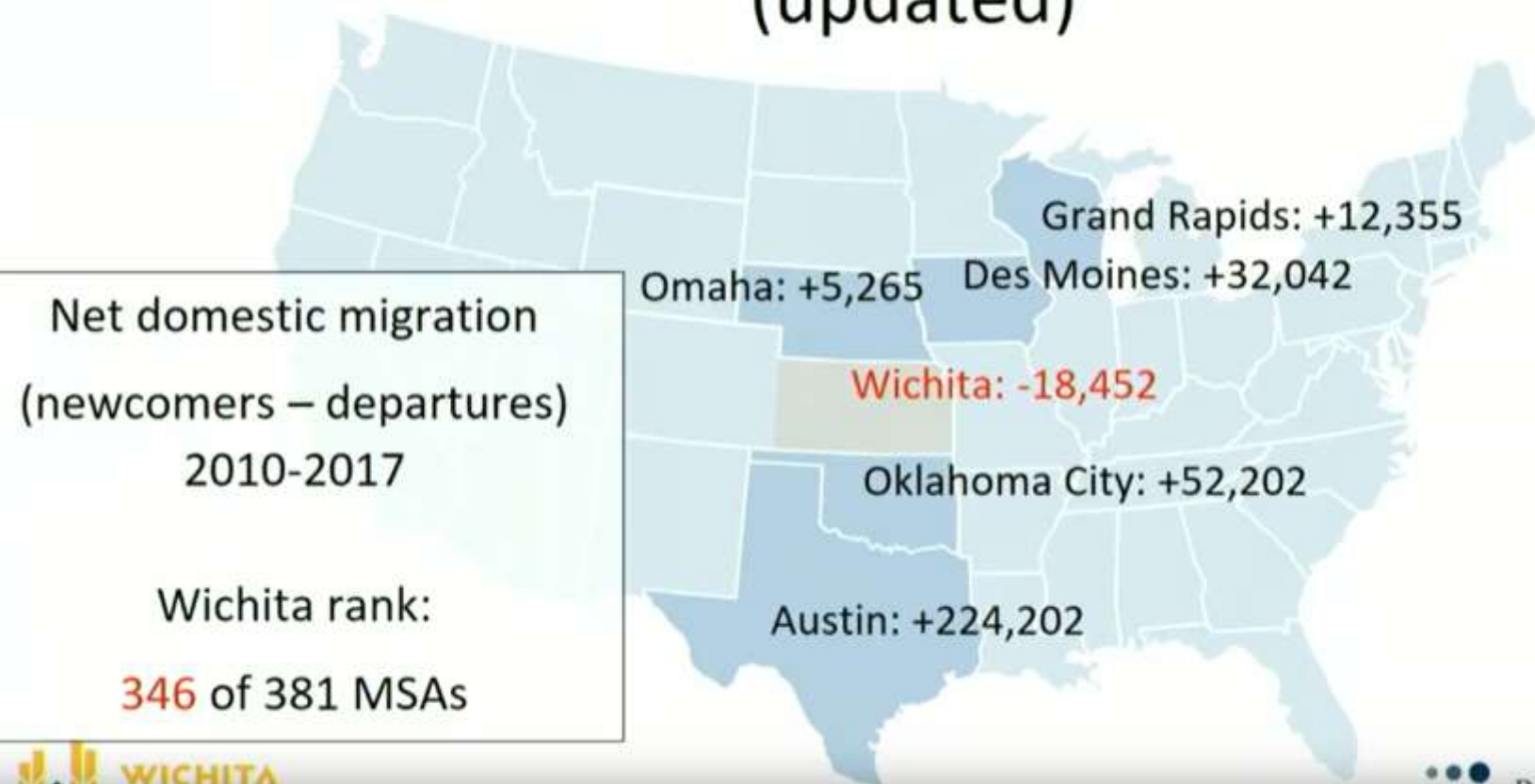
# THE CHUNG REPORT

- ◎ Business Cycle Challenge
- ◎ Human Capital Challenge (Talent)
- ◎ Entrepreneurship Challenge
- ◎ Perception Challenge

Open jobs...  
hot economy



# The real migration story (updated)



# Meeting labor demands will be the defining issue for Wichita in 2019

Jan 4, 2019, 5:00am CST Updated: Jan 4, 2019, 9:19am CST

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The news is good, but for some there is understandable tension in the air.

Spirit AeroSystems Inc. CEO Tom Gentile has just announced that his company will hire another 1,400 workers locally to help it keep up with demand. The news comes almost a year to the day from his announcement that the company would hire 1,000 new workers — a number the company reached in less than half the time it targeted.

Now, on this mild December morning, as work on components for the Boeing Co. 737 program continues around him, Gentile announces additions that will mean the highest number of workers at the sprawling South Oliver plant since Spirit was spun off from Boeing in 2005.

For those who have already dug in to help meet the local workforce demands of 2018, the announcement underscores how much work there is still to do.

And, as the availability of workforce begins to dictate the plans of local employers of all sizes in 2019 and beyond, filling the talent pipeline has shot to the top the Air Capital's to-do list for the year ahead.

"This is *the* critical issue for Wichita," says WSU Tech President [Sheree Utash](#).

## The issue

The numbers show just what Wichita is up against.

It is generally accepted that every aircraft job equals three more elsewhere in the community.

That makes the most recent Spirit announcement by itself worth 4,200 more jobs, which alone accounts for more than 40 percent of the 10,048 people that the Kansas Department of Labor said were out of work in the five-county metropolitan statistical area in November 2018.

In a community where memories of the job-destroying recession are barely a decade old, needing jobs is an undeniably good problem to have.



KELLEN JENKINS/WSU

Spirit AeroSystems' announcement of an intention to hire 1,400 more new employees is expected to put a strain on a Wichita labor market already constrained by a less-than-full-strength pipeline of workers.

# Solution?

- ◎ No one silver bullet
  - Wichita Promise initiative
  - Bringing workers to Wichita
  - Access to skills training – talent pipeline



# Transportation

# Destination ICT: *Attracting and Retaining Talent to Wichita*

Discover, Dream & Design  
Findings & Recommendations

Prepared for the Wichita Educational Foundation  
and Young Professionals of Wichita

February 15, 2010

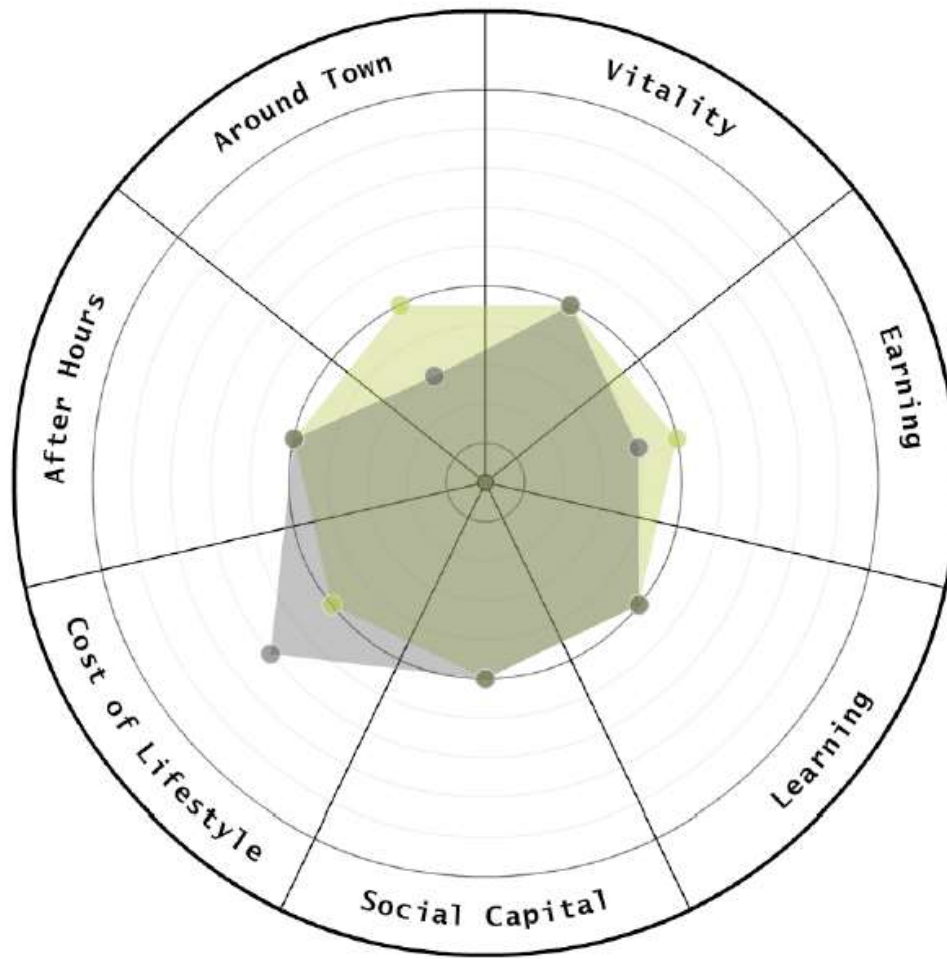
next

Next Generation Consulting

Destination ICT: Attracting and Retaining Talent to Wichita

2010

Figure 1: Wichita's peer cities handprint

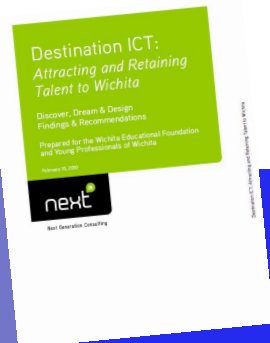


### Wichita

Vitality	5
Earning	4
Learning	5
Social Capital	5
Cost of Lifestyle	7
After Hours	5
Around Town	3

### Peer Cities

Vitality	5
Earning	5
Learning	5
Social Capital	5
Cost of Lifestyle	5
After Hours	5
Around Town	5



# Transportation

## Census – Journey to Work Trips

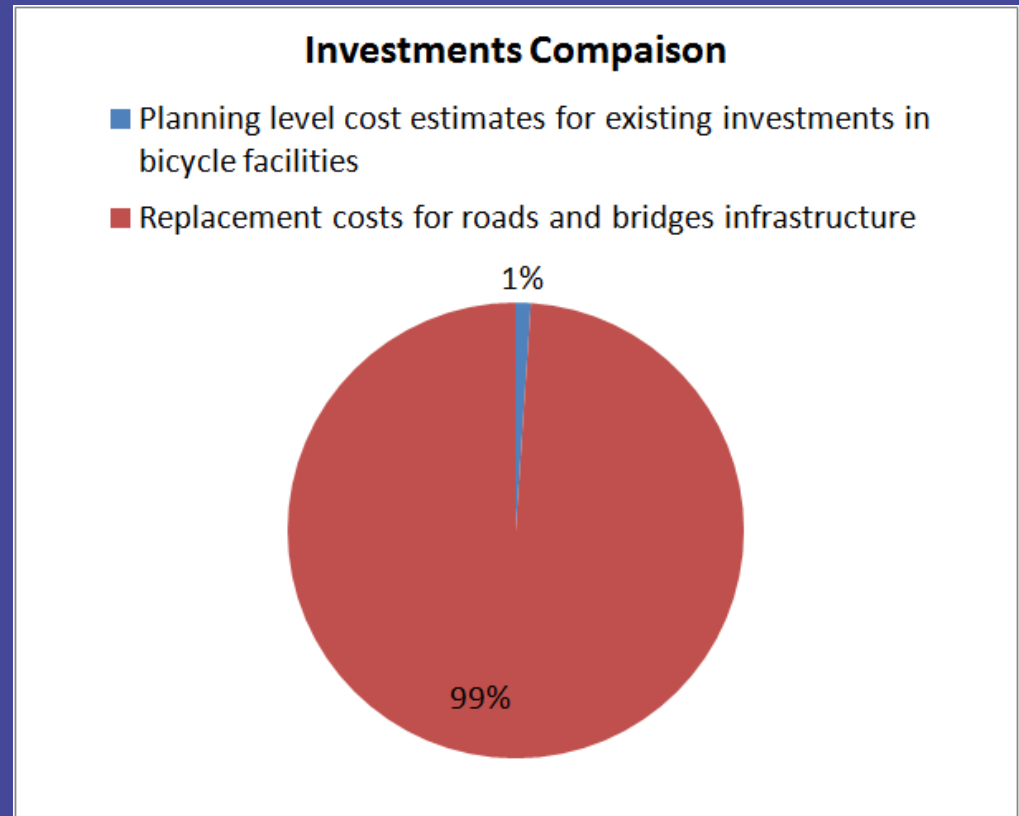
- ⦿ Motor vehicles 94%
- ⦿ Bicycling 0.3%
- ⦿ Transit 0.8%
- ⦿ Walk 1.3%



# Investments

## City of Wichita

- roads,
- bridges,
- sidewalks,
- paths,
- parking lots



Replacement costs = **\$2.7 billion\***

\* Source: Wichita State University Community Infrastructure and Facilities Status, November 2012





## Wichita ranked as least congested city in America

By KSN TV

Published: June 11, 2014, 9:15 am | Updated: June 11, 2014, 11:08 am



Wichita (KSN File Photo)

Advertisement

**FOREVER ROYAL** **DUE UP NEXT AT KAUFFMAN STADIUM**

Thu, Apr 21 6:15PM	vs. DET	Tickets Promotions
Fri, Apr 22 7:15PM	vs. BAL	Tickets
Sat, Apr 23 6:15PM	vs. BAL	Tickets Promotions

[VIEW FULL SCHEDULE >>](#) [royals.com](#)

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**WINNER**  
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SMALL MARKET TELEVISION  
REGIONAL AWARD WINNER  
2015, 2016

Trending now on KSN.com



Between 50 and 80 cattle found starved to death in Kansas



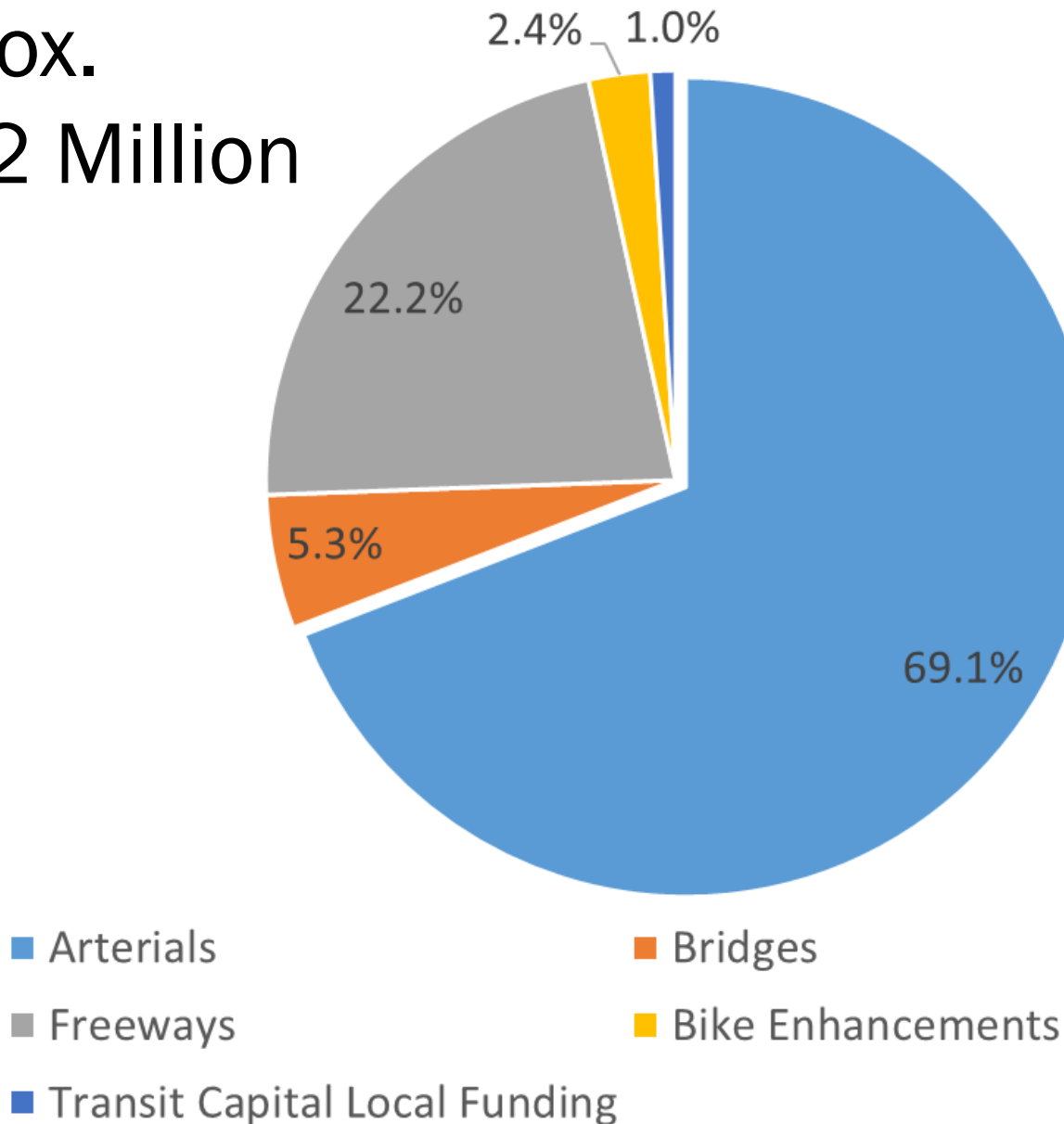
Wichita Walmart evacuated



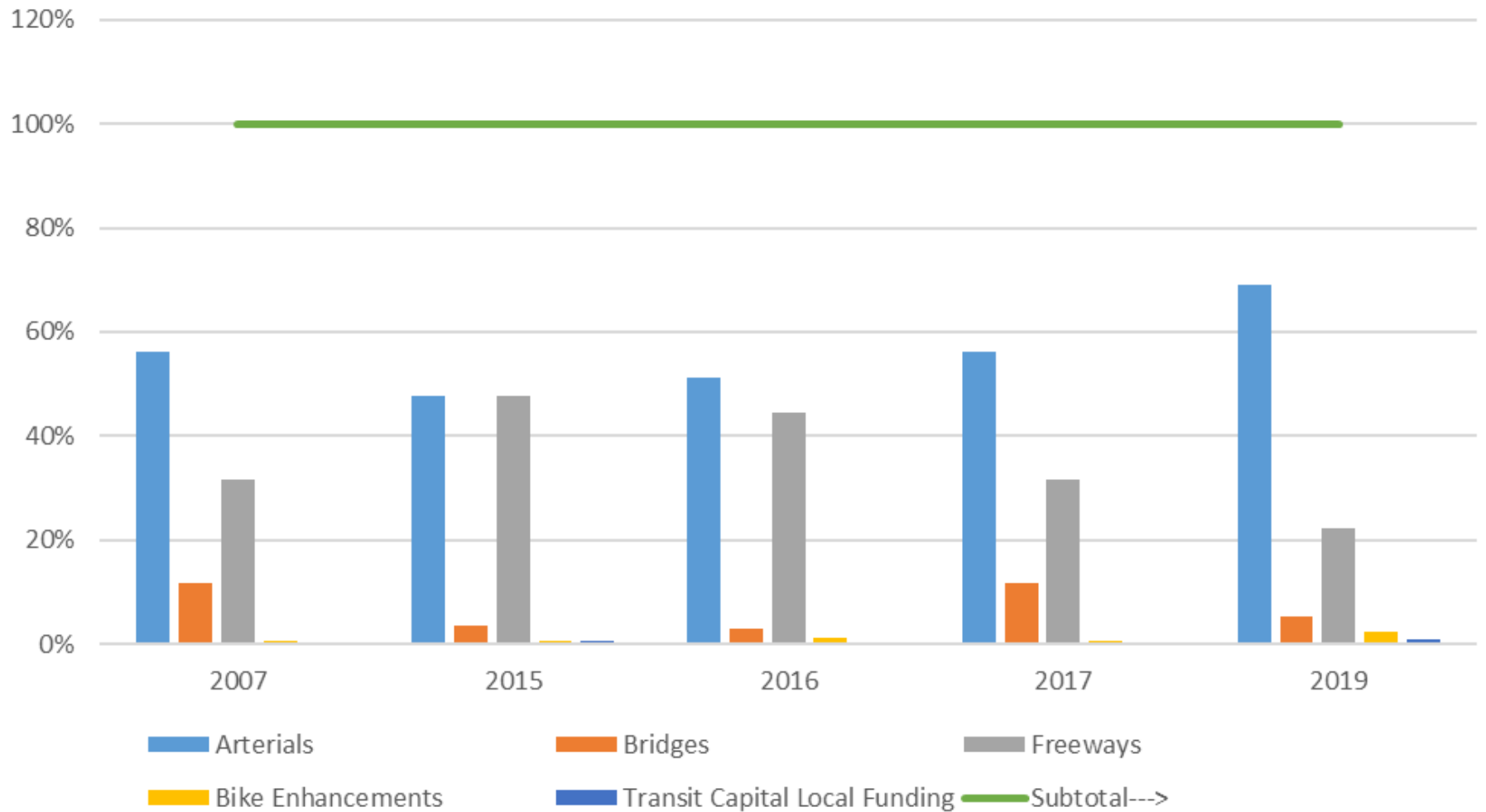
KU's Perry Ellis writes touching farewell letter

# Wichita - Local Capital Improvements Funding 2019-2028

Approx.  
\$302 Million



## Wichtia Local Capital Funding - Transportation





# Actions

# Strategic Investments

- ⦿ Community Plans
- ⦿ Advisory Boards
- ⦿ Investments



# Community Plans

- Goals
- Strategies
- Community consensus



January 2013

## WICHITA BICYCLE MASTER PLAN



### Wichita-Transit—Model for Sustainability

#### 1- Overview—The Challenge

Wichita Transit is engaged in sustainability under the current funding model. During the 2013-17 budget process, the Transit Fund was projected to have a significant shortfall of \$2 million. Since that time, two cuts and one new line item have been implemented, and the short term outlook for the next five years is being improved. Nonetheless, the Transit Fund is not sustainable in the long term. A current and future vision of ways to bring about Transit Fund sustainability need to be identified. The Transit Fund is projected to be sustainable through 2024, only because of reduced capital requirements, as well as the sale of major assets to finance those requirements. Transit's complete balance of future funds is expected to diminish by the end of 2024. This scenario with the last bus purchase for the next several years, any future capital requirements after 2024 may directly impact the Transit Fund's condition. Sources are in place or being secured to bring the future funding model from the city to better maintenance and the purchase of capital items to continue operating at scheduled levels. <sup>1</sup>

#### Four-Year Funding Forecast

Category	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Transit Fund	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000
Capital Fund	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Operating Fund	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Other Funds	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Total	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$30,000,000

Source: Wichita Transit, 2013. <sup>1</sup> Note: The forecast is not available for 2019.

Wichita Transit operates a low level of service in comparison to 2011 2014 and 2016 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 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# Advisory Boards

- ◉ Recommendations
- ◉ Accountability
- ◉ Discussion

# Investments

- Capital
- Operations
- Policies

# Partnerships Make it Possible

## Different roles

- Advocates
- Staff
- Elected officials
- Businesses
- Fundraisers
- Community connectors
- Etc....



Examples

# 1. Bicycle Master Plan





## Partnerships

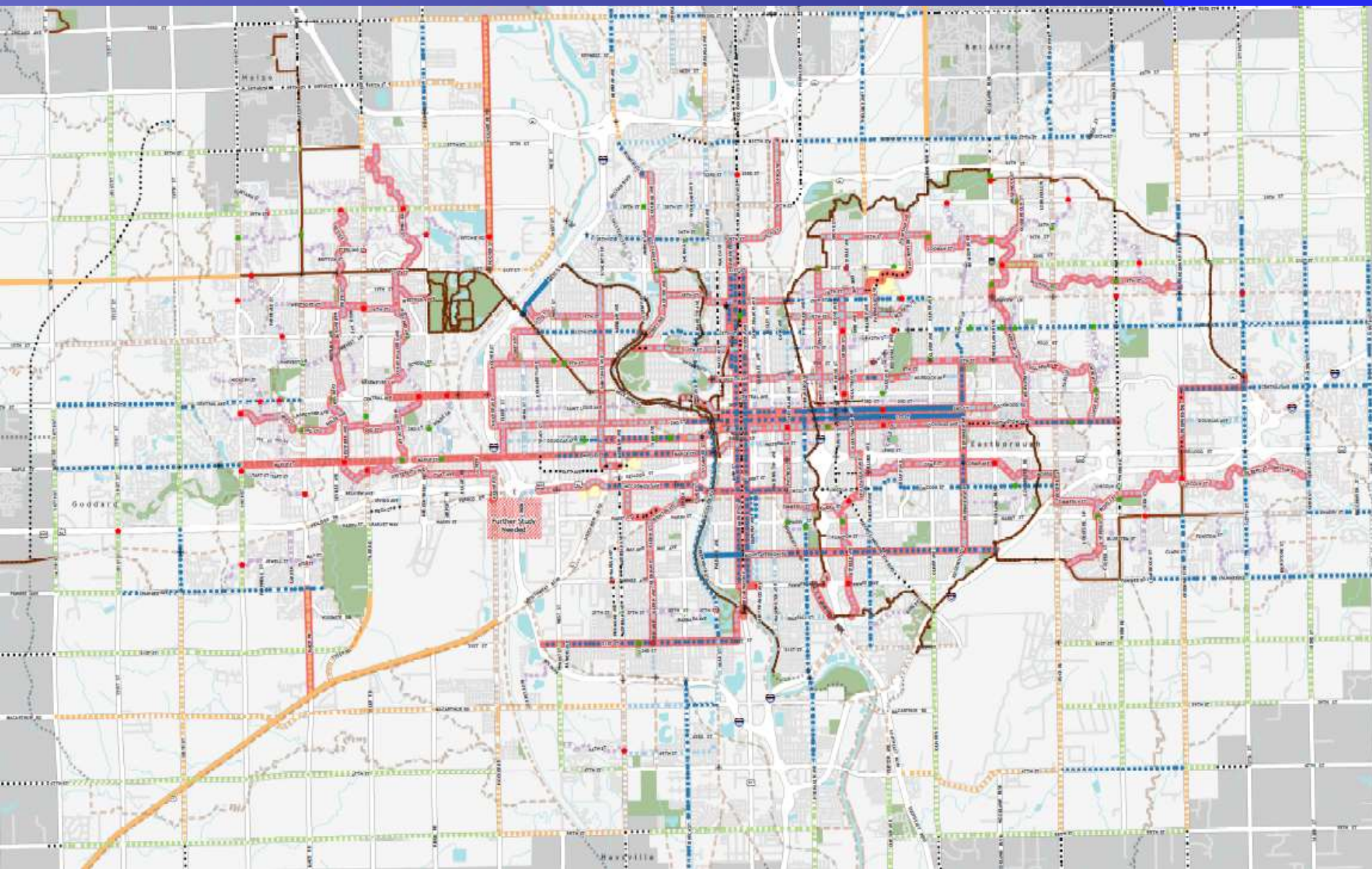
- Funding
- Advocates
- Steering Committee
- Staff – TAC
- Officials
- Citizens
- Volunteers

# Vision, Goals, and Objectives

- Increase the level of cycling
- Increase the safety of cyclists
- Promote a culture of bicycling







# Strategies and Actions

- ◎ Bicycle Pedestrian Advisory Board
- ◎ Annual maintenance plan
- ◎ Routine Accommodation
- ◎ Wayfinding system
- ◎ Bicycle parking
- ◎ Education and enforcement
- ◎ Complete Streets Policy
- ◎ And more...

# Implementation

# Wichita Bicycle and Pedestrian Advisory Board



- Created by ordinance
- 11 members
- Meets once a month
- Application process prior to appointment
- Reflects the community
- Accountability



# 2013 Design Projects





TABLE 5-1: Top Ten Recommended Priority On-street and Side Path Bicycle Facilities (arranged alphabetically)

Name	Description
1st and 2nd Street Bike Lanes	Extend existing bike lanes from I-135 to the Arkansas River (east/west)
2nd Street Bike Lane and Shared Lane Markings	Install mix of bike lanes and shared lane markings from the Arkansas River to Hoover (east/west)
Armour Ave Bicycle Boulevard	Install bicycle boulevard from Huntington Ave to K-96 (north/south)
Douglas Avenue Shared Lane Markings	Install shared lane markings from St. Paul Ave to Edgemoor Ave (east/west)
I-235 East/West Crossing: Central Ave or Maple St	Pending further study, install a side path connection under I-235 and across the "Big Ditch" (east/west)
Market St & Topeka Ave Bike Lanes	Install bike lanes from 21st St to Mt Vernon Rd (north/south)
Mt Vernon Bike Lanes	Install bike lanes from Broadway Ave to Woodlawn Blvd (east/west)
Pedestrian Crossing Signal & Bicycle Boulevard	Install signal to cross Ridge Road and Westport Ave to provide access to Sedgwick County Park; install bicycle boulevard starting at Ridge and going west to Glenhurst Street; then south along Holland Ln/ Country Acres Ave/Woodchuck to University Ave (north/south)
Perry Ave Bicycle Boulevard + 17th / 18th St Shared Lane Markings	Install bicycle boulevard starting at Perry Ave & 13th St., and going north to via Perry/Portier/20th/Coolidge to 21st Street (north/south) + Install shared lane markings on 17th, then 18th St from I-135 to Perry Ave (east/west)
Sycamore St Bicycle Boulevard	Install bicycle boulevard starting at Sycamore and Douglas and going south to Glenn St via Dayton, Osage, McCormick, Dodge and Orient. (north/south)

9 of 10!

TABLE 5-2: Top Priority Off-Street (Shared Use Path) Bicycle Facility

Name	Description
Redbud Path – Oliver to K-96	Construct path on former railroad right-of-way between Oliver and K-96

1 of 1!

# Bikeway Construction

- ◎ Wichita Capital Improvement Program

- ◎ TE – KDOT

- 1<sup>st</sup> and 2<sup>nd</sup> Streets
- Redbud Path – Oliver to Woodlawn
- Market and Topeka

- ◎ TA – WAMPO

- Woodchuck Bicycle Boulevard
- Douglas Avenue Bicycle Lanes and SLM

# Health ICT

- Bicycle wayfinding
- Pedestrian wayfinding
- Crosswalk policy
- Complete Streets implementation
- And more...



## 2. Transit and Students

# Context

- ⦿ Recommendation from at least 30 years ago
- ⦿ Schools moving further out
- ⦿ Wichita Transit system losing money and ridership



# The new Southeast High is bigger and better. So why is its graduation rate dropping?

BY SUZANNE PEREZ TOBIAS

APRIL 29, 2018 08:00 AM, UPDATED APRIL 29, 2018 04:45 PM



A Wichita school district official says the graduation rate at Southeast High School has suffered since the school moved from its previous location to the outer reaches of the district. **THE WICHITA EAGLE FILE PHOTO**

A Wichita school district official says attendance at Southeast High School — and consequently, its graduation rate — has suffered since the school moved to the far reaches of the district in 2016.

Southeast High posted the [lowest graduation rate in the district](#) last year, with only 65.4 percent of students graduating in four years, according to data from the Kansas Department of

# USD 259 Service

- ◎ \$200,000
- ◎ 7 schools
- ◎ Reduced travel times and pick up times for students

# Wichita State students get free bus rides and a weekend shuttle to the Q-Line

BY SUZANNE PEREZ TOBIAS

JANUARY 17, 2019 03:57 PM



A new partnership between the Wichita Transit and Wichita State University will add Friday and Saturday night shuttles from campus to the downtown Q Line. *FILE PHOTO*

Starting next week, Wichita State students, faculty and staff members will be able to ride any city bus for free.

Thanks to a new partnership between Wichita Transit and the city's largest university, anyone with a Shocker Card — WSU's official ID — can ride a city bus to school, work or elsewhere at no cost.

# Bicycle Counts

## ◎ WAMPO

on the *GO* with WAMPO

- Pedestrian
- Bicycle

## ◎ Automatic Counters

# MAY IS BIKE MONTH



I RIDE TO  
ENJOY A  
LIFELONG  
SPORT.



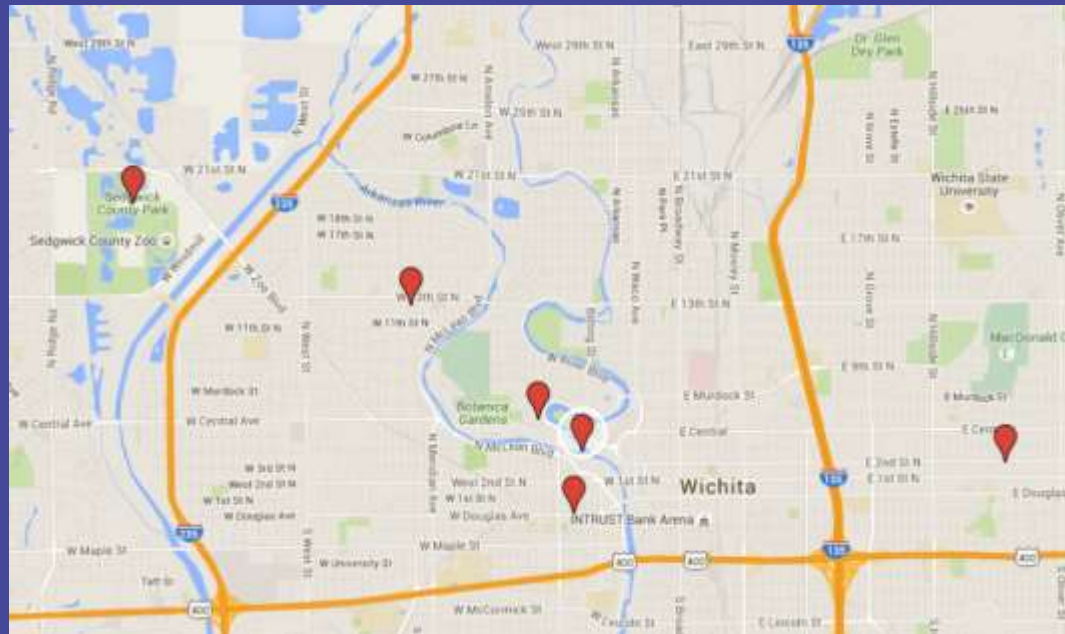
I RIDE TO  
SAVE MONEY  
ON GAS.



With so many reasons to ride, what's yours?

#BikeMonthWichita

[BikeMonthWichita.org](http://BikeMonthWichita.org)





# Safety / KDOT

- Bicycle lights and reflectors
- Edu. materials







LIGHT  
THE  
NIGHT



Wichita Police  
Department  
435 N. Main  
Wichita, KS 67201



Ride your bike at night?  
Gotta have a light!

## BIKE LIGHT DISTRIBUTION



Location: At the paved parking area in Sim Park

**November 2, 2015**  
**4:00 pm until 7:00 pm**

Stop by the paved parking area in Sim Park with your bicycle without a light and receive a free light on your bicycle. Lights will only be installed on bicycles without lights. Lights will not be given to individuals.



[www.Facebook.com/WichitaPolice](http://www.Facebook.com/WichitaPolice)

[www.Twitter.com/WichitaPolice](http://www.Twitter.com/WichitaPolice)

## Be visible

Every bicycle, when ridden at nighttime, must be equipped with a lamp on the front, visible for at least 500 feet, and a red reflector on the rear. A red light visible from a distance of 500 feet to the rear may be used in addition to a red reflector.

### Wichita Municipal Code Sec. 11.48.090 (a)

Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector on the rear of a type approved by the Secretary of Transportation which shall be visible from all distances from one hundred (100) feet to six hundred (600) feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred (500) feet to the rear may be used in addition to the red reflector.



## Always ride with traffic

It is both illegal and dangerous to ride against traffic. Ride on the right-hand side of the road with the flow of traffic. If the travel lane is too narrow to accommodate a motor vehicle and person bicycling, then ride your bicycle in the center of the lane. This is the safest place since motorists are required by law to pass bicyclists by a distance of at least 3 feet.

## FOR PEOPLE BICYCLING AND DRIVING

### Bicyclists/Motorists yield to pedestrians

The law requires that bicycle riders and motorists yield to pedestrians.

### Wichita Municipal Code Sec. 11.44.020 (a)

#### Yield to pedestrians

"When traffic control signals are not in place or in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing



the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadways to be in danger."

### Wichita Municipal Code Sec. 11.44.035

"Notwithstanding other provisions of this chapter, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian..."

### Call 911

No matter how careful we are to follow traffic laws and ride defensively, we can't control others' driving habits; accidents may happen. In the event you are involved in an accident call the police. If a police report is filed based on information gathered at the scene, the story can't change later on if you need to submit an insurance claim.



## LINKS

Kansas Department of Transportation (K.D.O.T.)

<http://www.ksdot.org/bureaus/burRail/bike/default.asp>

City of Wichita > Bicycling

<http://www.wichita.gov/Bicycle>

Kansas Wildlife & Parks

<http://ksoutdoors.com/Outdoor-Activities/HIKING-BIKING-HORSEBACK-RIDING>

Wichita Area Metropolitan Planning Organization (W.A.M.P.O.)

<http://www.wampro.org/Pages/default.aspx>

For more information contact:

Wichita-Sedgwick County  
Planning Department

316-268-4421

email: [swadle@wichita.gov](mailto:swadle@wichita.gov)



# Street Smarts: Rules & Guidance FOR Driving & Bicycling in Wichita



for People on Bicycles



for People in Cars





## City of Wichita - Bike Lane Markings PSA



City of Wichita

Subscribe 163

714 views

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5 0

# Street Safety Campaign - KDOT



SAFE STREETS ICT

## SAFETY STARTS WITH YOU.

Do your part to make Wichita streets safer by following these Rules of the Road.

Together, we can make our community a safe and friendly place for people who walk, bike and drive.

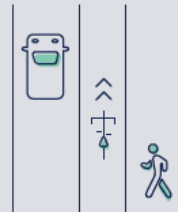


SafeStreetsICT.org



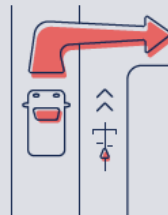
### YIELD AND BE PATIENT

Take a moment at intersections to look for people walking, biking or driving. Let them pass safely before you proceed.



### CHOOSE THE RIGHT PATH

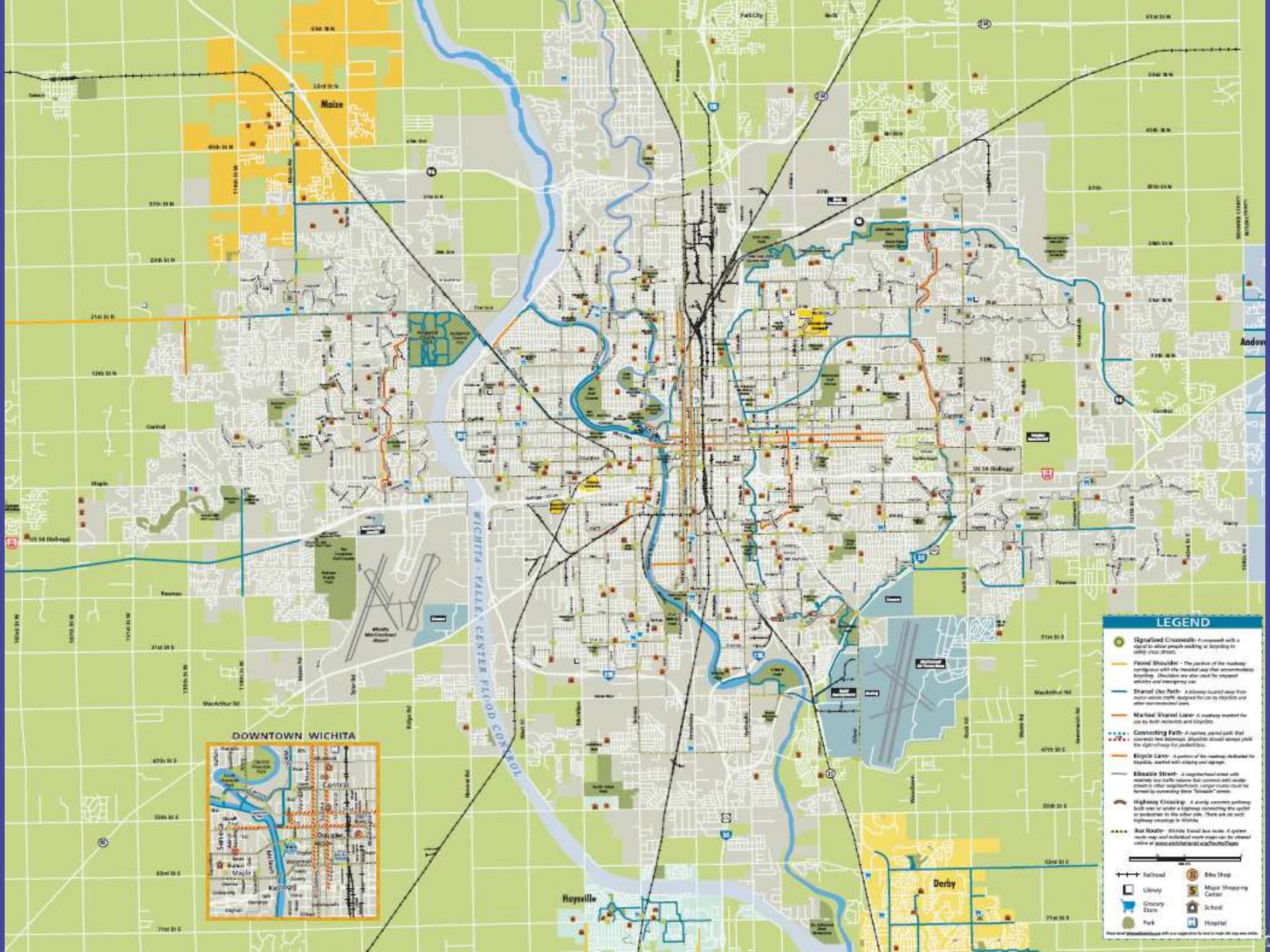
Wichita offers bike lanes and paths. Be familiar with where they are, and use them when you can.



### LOOK TWICE

When making a turn, check for people on bikes coming from behind. Only turn when it's clear — or wait until they pass.





### DOWNTOWN WICHITA



### LEGEND

- Signalized Crosswalk** - A crosswalk with a signal to allow people walking or pushing a stroller to safely cross the street.
- Painted Shoulder** - The portion of the roadway contiguous with the travel way that accommodates bicycling. Shoulders are also used for stopped vehicles and emergency use.
- Shared Use Path** - A bikeway located away from motor vehicle traffic, designed for use by bicyclists and other non-motorized users.
- Marked Shared Lane** - A roadway marked for use by both motorists and bicyclists.
- Connecting Path** - A narrow, paved path that connects two bikeways. Bicyclists should always yield the right of way for pedestrians.
- Bicycle Lane** - A portion of the roadway dedicated to bicyclists, marked with signage and signage.
- Bike Shop** - A neighborhood area with multiple bike shops. The area is marked with a bicycle icon and a shop icon.
- Eligible Street** - A neighborhood street with multiple bike shops. The area is marked with a bicycle icon and a shop icon.
- Highway Crossing** - A newly proposed pathway built over or under a highway connecting the system or pathway to the other side. There are no set highway crossings in Wichita.
- Bus Route** - Wichita Transit bus routes. A system route may not include route maps for all routes unless an approved schedule is published.
- Library** - A public building used for reading and borrowing books.
- Grocery Store** - A retail store selling food and household goods.
- Park** - A public area with green space and recreational facilities.
- Bike Shop** - A retail store selling bicycles and related equipment.
- Maple Shopping Center** - A commercial area with multiple retail stores.
- School** - A public building used for education.
- Hospital** - A medical facility providing healthcare services.



# STREET DESIGN GUIDELINES

Endorsed by City Council  
December 2014



*Wichita's Policy Manual for Multi-Modal Transportation*



# DRAFT Multimodal Policy Compliance Project Documentation/Checklist

August 27, 2018

This purpose of this checklist is to assist the Wichita Transportation Review Committee in reviewing new, retrofit/reconstruction, maintenance, and ongoing street projects to ensure compliance with the City's adopted Multimodal Policy and Street Design Guidelines. The review and checklist will be used to document design decisions at several stages during the project development process (RFP development; 50% design-field check; 80% design-office check; construction) and will be updated as the project progresses. It provides a consistent format for recording decisions and is also a tool that helps designers and the project team ensure that the design criteria are appropriate for the street's context, land use/typology, and project goals.

Date:

Review Stage (circle one):

RFP 50% Design 80% Design Construction

## Project Information

Project name:	
Project number:	Project manager:
Project Team members:	
Project Location (Including Endpoints):	
Major Intersections:	Total Distance:
Description of project scope:	
Project budget and funding sources:	

## Existing Project Area Conditions

Is the project on a designated truck route? <input type="checkbox"/> No <input type="checkbox"/> Yes	Is the project on a designated transit route? <input type="checkbox"/> No <input type="checkbox"/> Yes
Does a truck route intersect with the project? <input type="checkbox"/> No <input type="checkbox"/> Yes	Does a transit route intersect with the project? <input type="checkbox"/> No <input type="checkbox"/> Yes
ADT:	Existing bikeway type: <input type="checkbox"/> None / shared lane <input type="checkbox"/> Bike lane / buffered bike lane <input type="checkbox"/> Separated bike lane <input type="checkbox"/> <del>Sidewalk</del>
Bicycle counts:	
Pedestrian counts:	
Truck volume (count or percent):	
Speed limit:	Are sidewalks present on: <input type="checkbox"/> One side <input type="checkbox"/> Both Sides
85 <sup>th</sup> percentile speed:	Typical sidewalk width:
Typical pedestrian crossing distance at intersections:	Typical buffer/sidewalk setback width:
On-Street parking capacity and use:	Locations of signalized intersections:
Existing typical street section (image or description):	Identified safety concerns/crash locations:

## Context and Street Typology

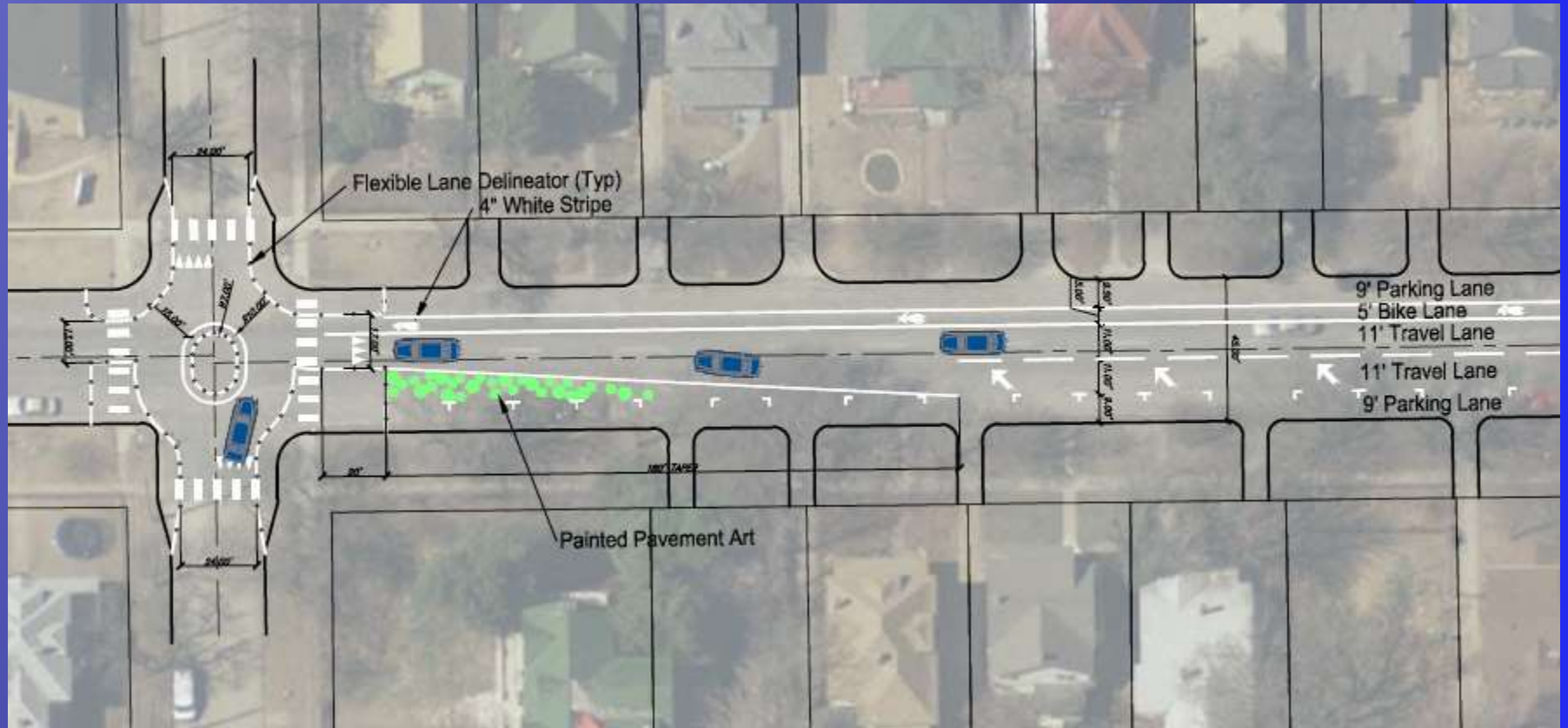
Functional classification: <input type="checkbox"/> Local <input type="checkbox"/> Collector <input type="checkbox"/> Arterial	Street typology: <input type="checkbox"/> Mixed Use Main <input type="checkbox"/> Mixed Use Connector <input type="checkbox"/> Residential Connector <input type="checkbox"/> Residential Neighborhood <input type="checkbox"/> Plaza Street <input type="checkbox"/> Active Alley <input type="checkbox"/> Active Neighborhood <input type="checkbox"/> Industrial Street
Context Zone: <input type="checkbox"/> Residential <input type="checkbox"/> Mixed Use/Local <input type="checkbox"/> Regional Business <input type="checkbox"/> Industrial	
Development Intensity: <input type="checkbox"/> Suburban <input type="checkbox"/> General Urban <input type="checkbox"/> Urban Core	
Did a previous plan recommend a street typology? <input type="checkbox"/> No <input type="checkbox"/> Yes	
If yes, which typology was recommended?	
If the previous plan's recommended typology is different than the selected typology for this project, explain the reasoning for deviating.	

# Pilot Projects









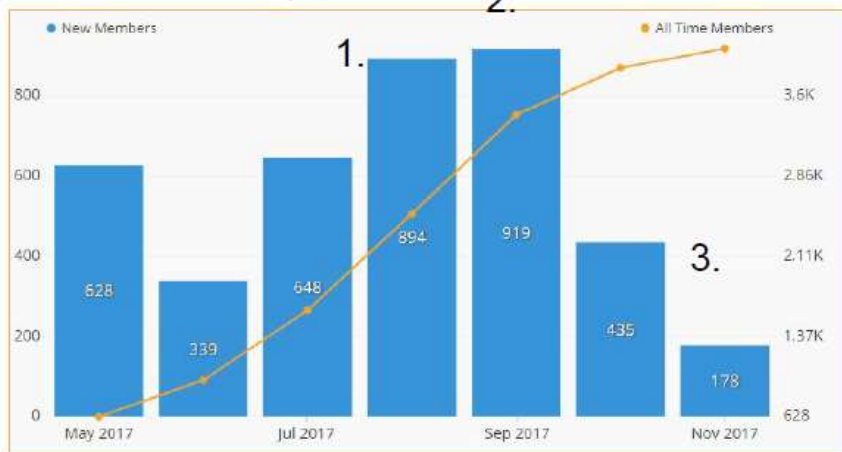


# Bike Share

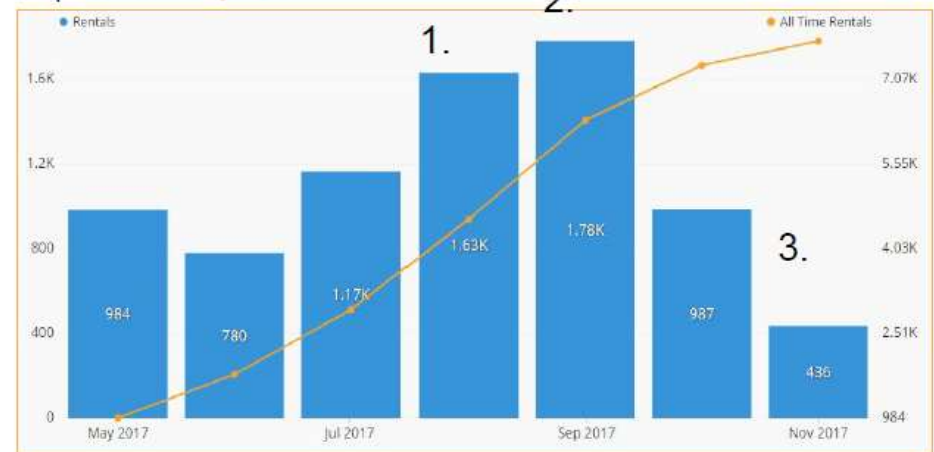


# Utilization over Time

Members Joined: **4,041**



Trips Taken: **7,767**



1. Since August 3rd (last report), 2,361 members have joined, contributing to 4,709 trips taken
2. Peak utilization in August and September
3. Traditional bell-curve trend into colder months



# How Does Bike Share ICT Compare?

**Bike Share ICT** is receiving more trips and members per capita than our large municipal fleet average\* (e.g. Fort Collins, Albuquerque, Carmel).

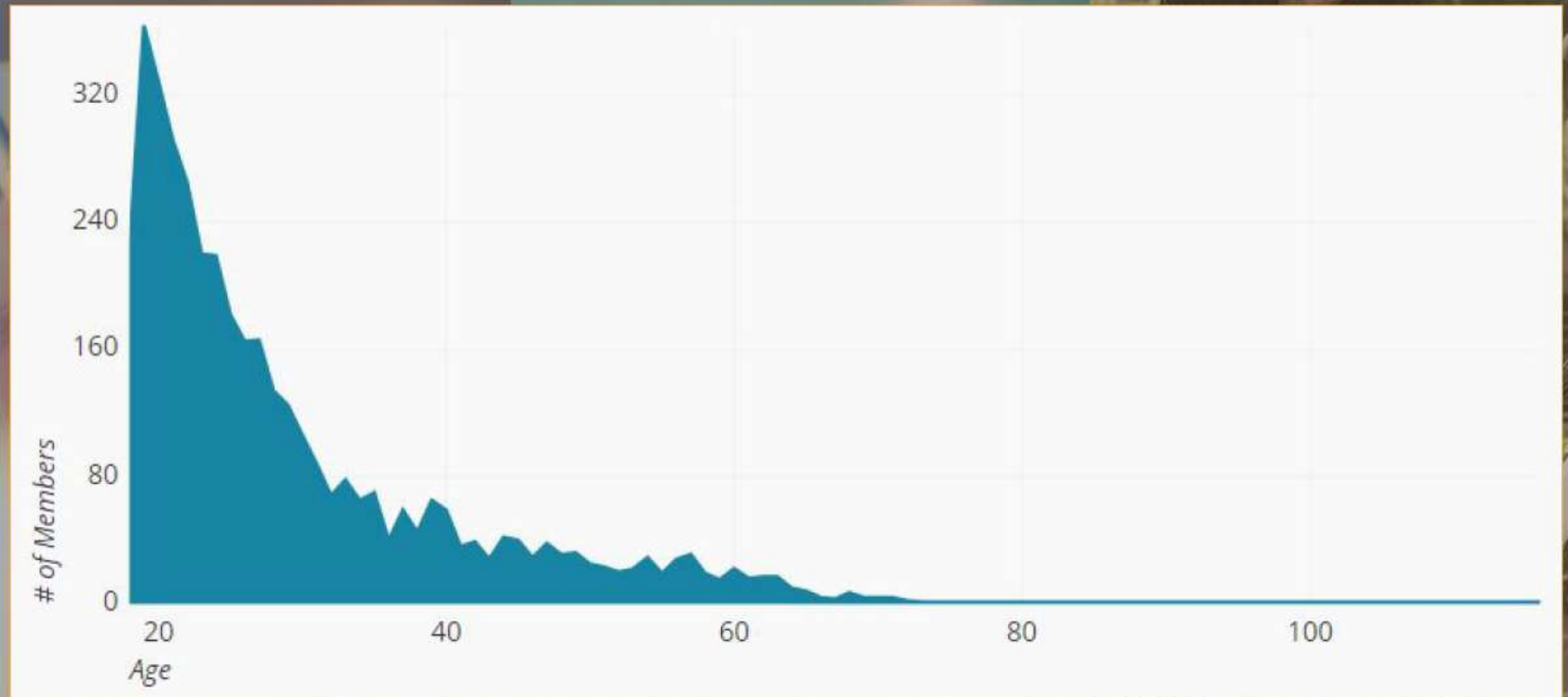
Per 1,000 residents	Trips	Members
<b>Bike Share ICT</b>	<b>19.9</b>	<b>10.4</b>
<b>Average</b>	<b>15.5</b>	<b>7.8</b>

**Why these numbers?** Bike Share ICT has seen strong, consistent program utilization since reaching 100% service in June. New systems require strong education campaigning to complement it, and these numbers are an outcome of Bike Share ICT's outreach.



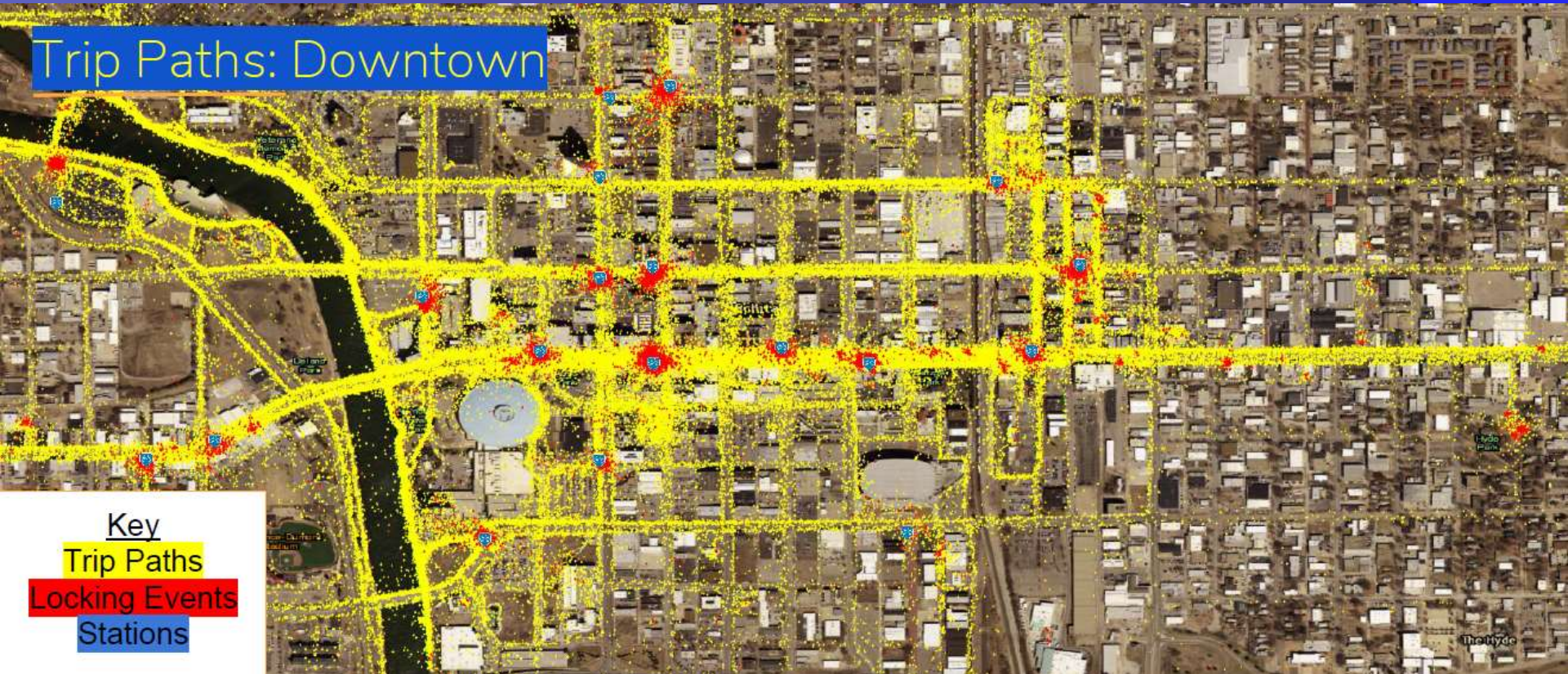
Source: Bike Share ICT Facebook

Bike Share ICT's members continues to be millennial,



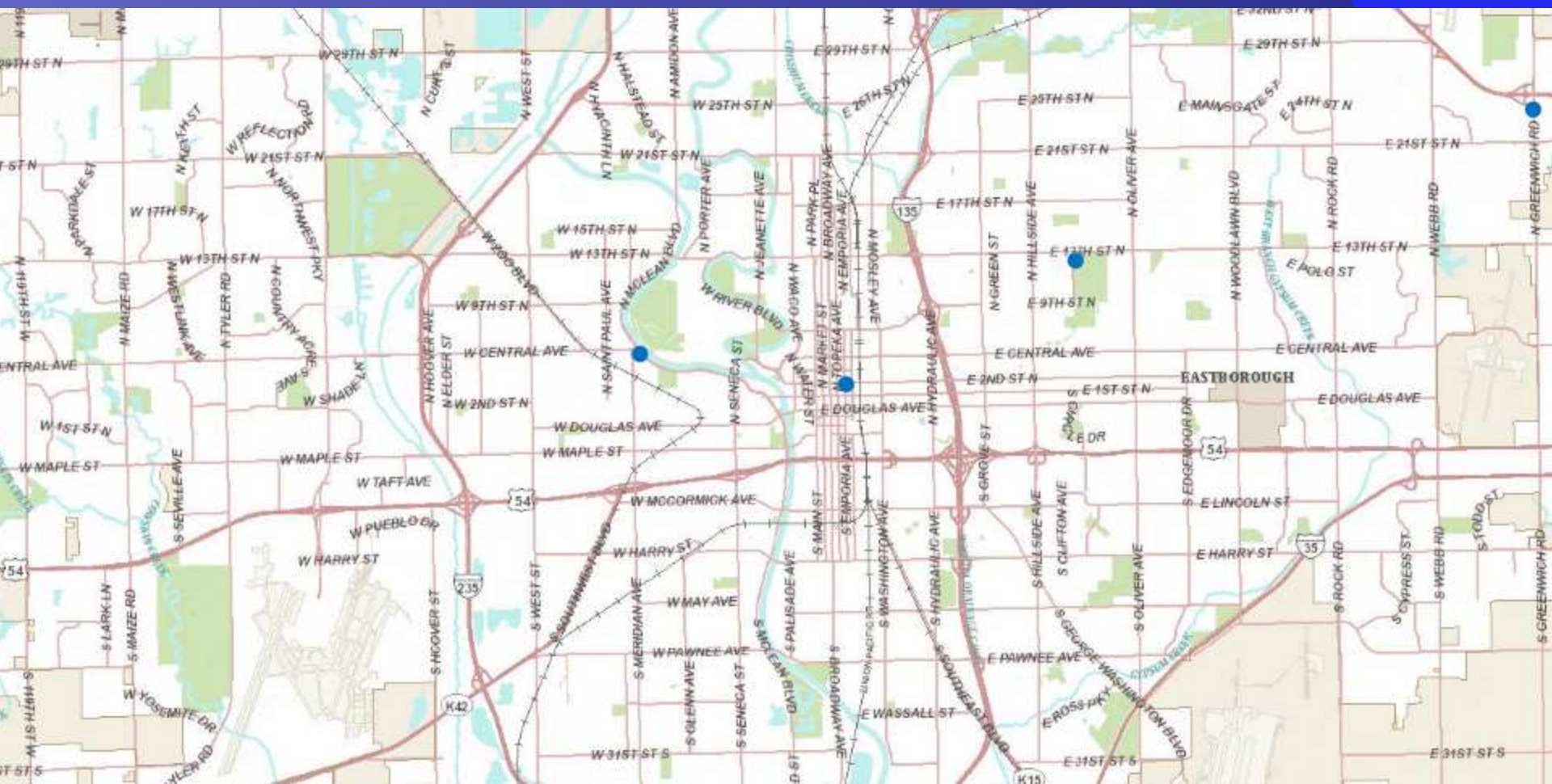


## Trip Paths: Downtown



Key  
Trip Paths  
Locking Events  
Stations





# Thank You



[www.wichita.gov/bicycle](http://www.wichita.gov/bicycle)